

OYSTER CREEK NUCLEAR PLANT

General Electric Statement - November 13, 1967

File
50-219

A scheduled hydrostatic test performed on the primary coolant system six weeks ago at Oyster Creek revealed one minor leak at a welded joint between a control rod housing and a stub tube which, in turn, is welded to the bottom of the pressure vessel.

The leak was due to slag inclusion porosity in the weld joining the stub tube to the control rod housing. The single defect in one of the field welds has been ground out. The repair requires less than one day.

Comprehensive testing of adjacent areas by dye-penetrant inspection also disclosed flaws in 108 of 137 stub tubes immediately adjacent to the stub-tube to pressure vessel weld. These are localized surface cracks at points of maximum stress. Shallow flaws also were found on the surface of two of the 137 stub tubes.

None have been found to leak. The penetration of the cracks is up to 7/32 inches in a 3/4 inch wall section. Many are 1/64 inch to 1/32 inch deep. Most have now been ground out. General Electric and Combustion Engineering have outlined procedures to be followed to repair the small ground-out configuration. This repair program is now in progress and is scheduled to be completed by November 20.

There have been no leaks in the pressure vessel itself and no indication of pressure vessel integrity problems whatsoever.

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A thorough series of tests and examinations are being continued to ascertain that the metallography in these situations is thoroughly understood. If additional problems are not found, the construction schedule should not be delayed more than ten days to two weeks.

Tests are being conducted on other plants utilizing the same stub tube design, such as 9-Mile Point and Tarapur. The results to date do not reveal any flaws of the nature discovered in the Oyster Creek stub tubes.

The U.S. Atomic Energy Commission is being kept fully informed of these developments.

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